SHAMROCK, REMEASURED, MUST GIVE COLUMBIA 16 SECONDS. SIR THOMAS LIPTON FAVORS JOURNAL'S PLAN OF MORE RACES.

TO DAY'S COURSE. ALTERED CONDITIONS. FIFTEEN MILES TO WINDWARD OR LEE-WARD AND RETURN.

SHAMROCK ALLOWS COLUMBIA 16.2 SEC-ONDS OVER A THIRTY MILE COURSE.

HE suggestion in the Journal's editorial to-day is a splendid one," said Sir Thomas Lipton last night. "I am perfectly satisfied with the results of the two races that we have already sailed. Should Columbia win to-morrow's race she will have won the Cup, but in that event the trophy will have been secured simply on windward and leeward sailing.

"To put beyond all question of doubt the superiority of the two boats, why not finish up the series? I am delighted with the plan out-

"My friends here and abroad would perhaps be better satisfied if we were beaten upon more than two points of sailing. Shamrock is here and complete for racing, and in the interests of true sport, and the definite settlement of this whole question, I will say that I stand ready to fight it out to the finish.

"I still believe ours is the better boat, and I am willing to stay here a little longer to try and prove it. Let the Cup go with to-morrow's race if it will. With that out of the way then let us go right on to the end of the series. It is a capital idea."

EXTRA LEAD PUT IN TO TRIM SHAMROCK.

Hank Haff Judges This to Be the Reason, from the Fact That the Challenging Yacht's Stability Is in No Need of Strengthening.

By Captain Hank Haff,

HE Shamrack's managers are cither having trouble in getting their boat in proper trim or they are afraid she will not be able to carry her enormous sail spread comfortably if there is a strong breeze for to-day's or they put more than a ton and a half of lead in her as she lay in the

While this is not a large amount of lead, it was sufficient to put the yacht we in the water a few inches, and increased her water line length 1.26 feet. This lead will be placed as low in the hold of the boat as it is possible to get it. several feer below the water line, and when the yacht lists over under the force of the wind it will form a leverage that will add greatly to her stability.

Just why the Shamrock received this extra amount of lead is hard for an itsider to tell, as she has always seemed to carry her sall fully as well, if not

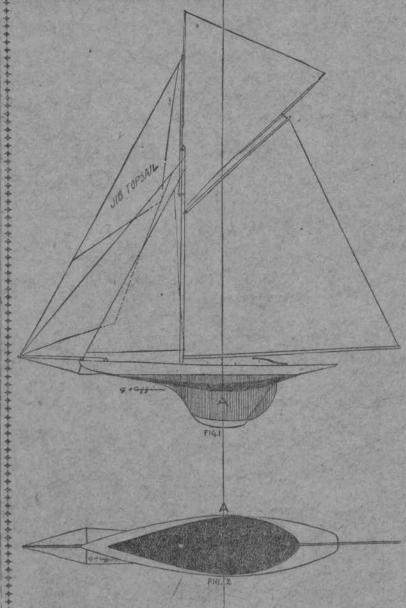
When the yachts were measured on October 2 the Shamrock measured 87.69 water line, and her racing length was 101.92 feet. The Columbia Inder this measurement the Shamrock received a time allowance of 6.3 seconds. saff plans been of equal size, the challenging yacht would have received minnies, Instead of seconds, from the American yacht, but the large sail plan of the foreign boat almost balanced the difference in the water line.

By the new measurement, which was taken yesterday, the Shamrock's racing length is increased from 101.92 to 102.565, Columbia's racing length is boat receives 16.2 se conds from the challenger, which means that The yachts starting even the Shamrock must finish more than 16.2 seconds ments

"It is more than probable that this extra lead was put into the Shamrock to alter her trim, that is, to tip her by the head or stern, than to add to small her stability. If the yacht has a tendency to steer hard when on the wind the weight would be put aft to make her steer easier, and if she is inclined to fall off easily, or carry a lee helm, the weight, in placed forward, would remedy

ed after the disaster, to her carry back the cup.

from the Eric Basin, where succeeding races a so to permit her to



Why the Shamrock Does Not Point as High as the Columbia. To the Editor of the Journal:

To the Editor of the Journal:

It is said by experts who have carefully watched the work of the different yacht designers that Flfe does not design his yachts so as to make them as good at pointing or going to windward in a good breeze. When the Shamrock was in the Erie Basin dry dock it, was seen that her fin keel was well aft, her body forward was iean, the water line from her bow to her fullest section well aft of the mast was almost straight or wedge-shaped, while her after section was round and full.

By examining the above diagrams it will be seen that the real centre of the Shamrock, or the point on which she turns, is considerably aft of the mast. A straight line running vertically through this centre will show that the largest amount of sail is forward of this line. The tendency, of course, is to drag her bow to leeward. It is doubtless this fact that caused the Shamrock's skipper not to set the fib topsail in the last race.

last race.

The Columbia is better balanced than the Shamrock, her keel is longer, and her after body longer and not so full. Her forward sails (staysall, jib and jib topsail), are smaller and do not drag her to leaward. Her fullest section, or centre of the boat, is further forward than the Shamrock's, and in beating to windward she can carry all available and still authorn the Shamrock.

the Shamock's, and in heating to will sail and still outpoint the Shamrock.

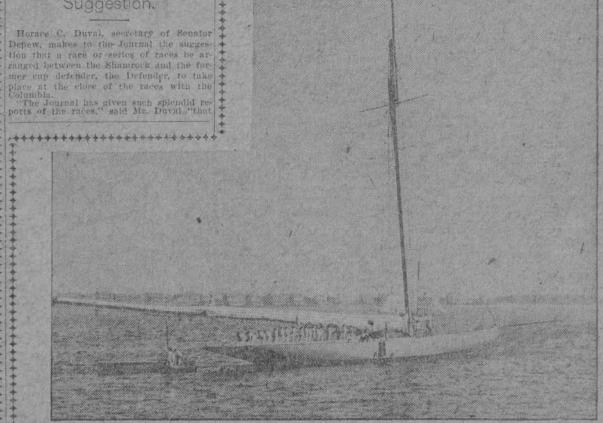
It is this peculiar form of the Shamrock that prevented her from going to windward as fast as Columbia and lost the Shamrock the first race, as most of the gain was made by Columbia in going to windward. On the run home, before the wind, there was very little difference in the work of the two yachts.

G. A. COFFIN.

TO RACE SHAMPOCK

H. C. Duval Asks the Journal to Make the Suggestion.

Horace C. Duval, secretary of Senator ranged between the Shamrock and the for-



************* Shamrock, Her New Tormast in Place, at Anchor in the Horseshoe.

Duval is a member of the New York Duval is a member of the New York Clab. the Calmer. Crescent Ath-Lotos and half molecular crescent Ath-Lotos and half molecular other clabs.

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DR. HADLEY AGAINST ARISTOCRACY W.F.WHITEHOUS OF WEALTH AT YALE COLLEGE.

cutarives of other cot-demic gowns and hoods are four ways in which we may "(1.) By relegating the work of character NIGHT PAGEANT IN

New Yorker Heads an Expedition of Camels and Armed Men.

London. Det. 18 - William Fitzhugh It was said yesterday that the application of the Successful Englishmen, will preme Court for a reduction of the bond of character and power with the control of the bond of character and power with the control of the bond of character and power with the control of the bond of character and power with the control of the bond of character and power with the control of the bond o

PARK AVE. OWNERS STILL They Will Again Oppose the Reduction

of the Construction Bond as They Did Last Year.

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"Do Not Burn the Candle At Both Ends."

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